

SUBJ/FLIGHT DECK SAFETY NET ADVISORY

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RTTUZYUW RUCBTFA0029 2411725-UUUU--RHMCSUU.

ZNR UUUUU

R 291725Z AUG 13 ZYB

FM COMNAVSURFLANT NORFOLK VA

TO ALNAVSURFLANT

INFO COMUSFLTFORCOM NORFOLK VA

CTF 80

COMNAVSURFPAC SAN DIEGO CA

COMNAVSURFLANT NORFOLK VA

BT

UNCLAS

SECINFO/-/-//

MSGID/GENADMIN,USMTF,2008/COMNAVSURFLANT NORFOLK VA// SUBJ/FLIGHT DECK SAFETY  
NET ADVISORY// REF/A/DESC:DOC/NAVAIR/30JAN2008// AMPN/REF A IS NAVAIR

LAKEHURST 4.8.2.5 BULLETIN OF AIR CAPABLE SHIPS (ACS)AVIATION FACILITIES

BULLETIN (1 SERIES) ISSUE NUMBER-1L. // POC/CORRIE, KEVIN/LCDR/UNIT:CNSL

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GENTEXT/REMARKS/1. THE PURPOSE OF THIS MESSAGE IS TO RAISE AWARENESS AND

PROVIDE GUIDANCE IN ORDER TO PREVENT DAMAGE TO FLIGHT DECK SAFETY NETS. THIS  
MESSAGE REQUIRES ACTION FROM COMNAVSURFLANT DESTROYERS AND FRIGATES.

3. BACKGROUND. OVER THE PAST YEAR THERE HAVE BEEN NUMEROUS INSTANCES OF  
FLIGHT DECK NET FRAMES RECEIVING DAMAGE AS A RESULT OF HIGH SEA STATES,  
MANEUVERING, AND OPERATING WITH A TUG ALONGSIDE.

IN MOST OF THESE CASES THE DAMAGE RESULTED IN A SUSPENSION OF FLIGHT  
OPERATIONS UNTIL TEMPORARY REPAIRS WERE MADE AND A DFS COULD BE GRANTED, OR  
REPLACEMENT NET FRAMES COULD BE MANUFACTURED TO RETURN TO THE SPECIFICATION  
REQUIRED IN REF A.

4. SAFETY NET DAMAGE DEGRADES READINESS, NEGATIVELY IMPACTS OPERATIONS AND  
TRAINING EVENTS, AND DIVERTS FUNDING FOR EMERGENT REPAIR. TO REVERSE THE  
RECENT TREND OF FLIGHT DECK NET DAMAGE, SHIPS MUST BE CONSTANTLY AWARE OF THE  
HAZARDS ASSOCIATED WITH HAVING FLIGHT DECK NETS DEPLOYED DURING HIGH SEA  
STATES, MANEUVERING, AND WHEN OPERATING WITH TUGS ALONGSIDE.

5. THE FOLLOWING ITEMS SHALL BE CONSIDERED AND IMPLEMENTED WHEN OPERATIONS  
PERMIT:

A. FLIGHT DECK NETS SHALL REMAIN IN THE STOWED (UP) POSITION OUTSIDE OF  
FLIGHT QUARTERS AND OTHER ACTIVITIES THAT REQUIRE FLIGHT DECK NETS IN THE DOWN  
POSITION (E.G., SMALL ARMS QUALIFICATION EVENTS). IT IS IMPORTANT TO NOTE  
THAT DUE TO THE PROXIMITY TO THE WATERLINE, DESTROYERS AND FRIGATES CAN

SUSTAIN DAMAGE TO THEIR FLIGHT DECK NETS EVEN DURING STANDARD TURNS IN MODERATE SEAS.

SITUATIONAL AWARENESS AND TRAINING ARE IMPERATIVE TO AVOIDING NET DAMAGE. OFFICERS OF THE DECK (OOD) MUST BE AWARE OF THE HAZARDS TO FLIGHT DECK NETS AND MUST BE COGNITIVE OF NET POSITION PRIOR TO ORDERING STEERING CHANGES. ADDITIONAL TECHNIQUES THAT HAVE BEEN SUCCESSFUL IN INCREASING SITUATIONAL AWARENESS OF NET POSITION

INCLUDE:

- PLACARDS ON THE BRIDGE,
- PROPER COMMUNICATION/COORDINATION BETWEEN THE HCO AND THE OOD
- PRE AND POST-FLIGHT QUARTERS CHECKLISTS
- KEEPING CCTV CAMERAS TRAINED ON THE FLIGHT DECK
- HELICOPTER OPERATIONS STANDING ORDER THAT DIRECTS NETS TO BE RAISED IN THE STOW POSITION UNTIL REQUIRED FOR FLIGHT OPERATIONS, AND RETURNED TO THE STOW POSITION WHEN NO LONGER REQUIRED FOR FLIGHT OPERATIONS
- HELICOPTER OPERATIONS STANDING ORDER THAT DIRECTS THE AMOUNT OF RUDDER AUTHORIZED IN VARIOUS SEA STATES IF THE SHIP MUST BE MANEUVERED WHILE NETS ARE LOWERED
- HELICOPTER OPERATIONS BILL THAT ALLOWS 30 MINUTES TO SET FLIGHT QUARTERS AND DIRECTS THAT NETS ARE NOT LOWERED UNTIL THE LANDING SIGNALS OFFICER REQUESTS TO START THE AIRCRAFT ENGINES AND THE SHIP HAS TURNED TO A COURSE SUITABLE FOR FLIGHT OPERATIONS. LIKEWISE FOR AIRCRAFT RECOVERY, NETS REMAIN IN THE STOWED POSITION UNTIL THE SHIP IS ON A COURSE SUITABLE FOR FLIGHT OPERATIONS BEFORE THE NETS ARE LOWERED AND GREEN DECK AUTHORIZED.
- NET INSPECTION PERIODICITY AND REPORTING PROCEDURES ADDRESSED IN STANDING ORDERS FOR AFT LOOKOUTS WHEN NOT AT FLIGHT QUARTERS B. FLIGHT DECK NET DAMAGE OFTEN OCCURS AWAY FROM HOMEPORT WITH UNFAMILIAR TUGS AND PILOTS. WHEN AWAY FROM HOMEPORT, IT IS ESPECIALLY IMPORTANT TO PLAN FOR AND DISCUSS TUG OPERATIONS.

PRE-EVOLUTION BRIEFS NEED TO COVER POTENTIAL HAZARDS AND INCLUDE CONTROLLING ACTIONS FOR WORKING AND COMMUNICATING WITH TUG CREWS AND PILOTS. EFFECTIVE CONTROL MEASURES FOR TUG PLACEMENT INCLUDE ANNOTATING SHIP BRIEFING CARDS WITH "TUG HERE" DEPICTIONS AND SIGNS STATING "TUG HERE" AT APPROPRIATE PLACES ON THE HULL. DESTROYER AND FRIGATE NET FRAMES ARE MOST VULNERABLE TO TUG DAMAGE. C. WHEN A SHIP SUSTAINS ANY FLIGHT DECK NET DAMAGE, AN IMMEDIATE ASSESSMENT AND REPORT OF DAMAGE WILL ENABLE THE CHAIN OF COMMAND AND TYCOM TO EXPEDITE SUITABLE REPAIR ACTIONS TO ENSURE THE SHIP IS ABLE TO MEET OPERATIONAL COMMITMENTS. PHOTOS FROM MULTIPLE ASPECTS WILL ALSO HELP DETERMINE WHETHER A SHIP REPAIR AND DFS IS POSSIBLE OR A PERMANENT REPAIR IS REQUIRED.

6. ACTION. COMNAVSURFLANT FFG AND DDG SHIPS SHALL CONDUCT OOD TRAINING ON THIS SUBJECT AND REVIEW/AMEND STANDING ORDERS, CHECKLISTS, PILOT BRIEFINGS AND

SHIP CARDS, AT A MINIMUM, TO ENSURE SAFETY NET AWARENESS. REPORT COMPLETION VIA EMAIL TO POC NLT 27 SEP 2012.

7. MAINTAINING FLIGHT DECKS AVAILABLE AND READY FOR TASKING IS A SURFACE FORCE PRIORITY. PREVENTING UNNECESSARY DAMAGE AND EXPEDITIOUSLY REPORTING DAMAGE IS A CRUCIAL ELEMENT IN THIS ONGOING EFFORT. CONTACT THE POC ABOVE IF YOU HAVE ANY QUESTIONS, RECOMMENDATIONS, OR BEST PRACTICES.// BT

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